

COUNTRY East Germany

REPORT NO.

TOPIC Wittstock Airfield

EVALUATION

PLACE OBTAINED

25X1C

DATE OF CONTENT 9 January to 6 February 1953DATE OBTAINED 16 March 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

1. Air activity observed at Wittstock airfield from 9 January through 6 February included:

9 through 12 January. There was no air activity. The weather was hazy or foggy and cloudy with intermittent snowfalls.

13 January. Individual jet fighters made local training flights from 11 a.m. to 3 p.m.

14 to 17 January. There was no flying. Weather conditions were the same as between 9 and 12 January.

18 January. There was no air activity between 10 and 11:30 a.m. The weather was cloudy with drizzles.

19 January. About 7:30 p.m., source heard jet planes take off. Flying was continued until 9:30 p.m. A searchlight was in operation. Weather was clearing up.

20 and 21 January. There was no flying. Weather was dull.

22 January. At 10 a.m., a swept-back jet fighter took off; at 10:30 a.m., two planes fitted with auxiliary fuel tanks took off in rapid succession. Flying discontinued about 1:30 p.m., when the weather became dull.

23 January. About 9:30 a.m., three swept-back jet fighters took off. Other MiG-15s fitted with auxiliary fuel tanks took off in the morning. Flying discontinued in the early afternoon, when the weather became dull.

25 January. No air activity was observed from the town. The weather was cloudy and dull.

26 January. Individual local training flights were made in the morning. Weather was 7/10 overcast, visibility good. At 3 p.m., a swept-back jet fighter took off. It became airborne when it had reached the middle of the runway. It had retracted its landing gear, when it crossed the road to Alt-Dabern. Individual patches of snow were seen on the runway. Between 8 and 10 p.m., source heard the noise of flying aircraft from the town and saw a searchlight in operation.

27 January. No flying was observed. There were heavy snowfalls.

28 January. Some Po-2s made local training flights about 4 p.m. There were snowfalls which changed into rain in the afternoon.

6 February. Although the runway was covered with snow, MiG-15s practiced flying throughout the day.

There were intermittent light snowfalls in the morning; in the

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afternoon the weather began to clear up.<sup>1</sup>

2. There was no change in the status of the AAA emplacement on the western border of the field. The guns were covered with canvas. No activity was observed at the emplacement.<sup>2</sup>
3. Two German women, who had been discharged in 1952 from the airfield had again been hired for work at the field in January. Motor vehicles seen at the field

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4. The following air activity was observed at the field from 19 January through 6 February:

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19 January. From 11 a.m. to 5 p.m. and from 6 to 8 p.m., individual MiG-15s made local training flights. Weather was 4/10 overcast.

20 January. Three MiG-15s were observed flying at an altitude of about 400 meters from 1 to 3 p.m. There was a 10/10 overcast.

21 January. No air activity was observed. The weather was hazy.

22 January. From 8:40 a.m. to noon, source heard the noise of intensive air activity conducted by jet planes at an altitude of 600 to 700 meters above the closed ceiling.

23 January. Heavy formation flying was practiced in the morning. At 11:50 a.m., source observed nine MiG-15s flying in squadron javelin formation. The formation was subsequently changed into flight wedge and line-abreast formations, the distance between the individual planes being one wing span. In the afternoon, individual local training flights by MiG-15s were observed.

24 and 25 January. No air activity was observed. Weather was bad.

26 January. Heavy flying in formations of up to squadron strength was observed in the morning. There was little formation flying in formations of two in the afternoon. The weather was clear.

31 January. Individual MiG-15s practiced flying at altitudes from 400 to 500 meters from 9 a.m. to 2 p.m. The ceiling was at about 800 meters.

1 February. There was no flying.

2 February. Three individual MiG-15s were observed flying in the morning.

3 and 4 February. There was no flying. The weather was bad.

5 February. Individual flights were made at an altitude of about 500 meters in the morning.

6 February. Formation flying in groups of two was practiced at a great altitude from 9 a.m. to 1 p.m. Weather was 4/10 overcast.<sup>1</sup>

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5. On 22 January, source observed a radio installation with one mast 15 to 20 meters high about 500 meters northwest of the Papenbruch-Wittstock road. The top of the mast was fitted with a ring 10 to 15 cm in diameter. A van-like truck and a canvas-covered device, presumably a generator, were seen near the mast. On 22 and 25 January, source observed two newly mounted wires on the poles of the telephone line extending along the Papenbruch-Wittstock road. The wires originated at the town exit of Wittstock and terminated near km marker 2.4 near the radio installation.

6. In January, source observed, in the southwestern corner of the field, and AAA emplacement with six guns whose caliber was estimated at 36 mm.<sup>2</sup> East of Red Mill, source observed a radio installation in a small house on a road. An antenna mast was also seen there.

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1. Comment. The Hq of a fighter corps and a fighter regiment are stationed at Wittstock airfield. After weather conditions improved, air activity at the field increased.

Laerz. It is possible that the planes involved were transferred to Wittstock.

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2. Comment. An AAA battery of 6 x 37-mm guns is emplaced at the field.

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3. Comment. It is believed that this radio installation had been set up temporarily in connection with an exercise. It is unknown, whether it was operated by personnel from Wittstock airfield.

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